

What is the Environmental Process?

Caltrans' environmental studies follow federal and state regulations laid out by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Projects are closely evaluated for impacts on the community, the natural environment, and the population's health and welfare. Following the completion of numerous studies, a draft environmental document will be presented to the public for comment. The environmental document incorporates multiple study results, community input and ideas, and documents the reasons for which decisions are made.

When will the environmental studies be completed?

- ★ In Progress Conceptual engineering and preliminary studies
- ★ In Progress Solicit public input and comments
- ★ In Progress Prepare Draft Environmental Document
- ★ Early 2012 Circulate Draft Environmental Document
- ★ Late 2012 Select Preferred Alternative
- ★ Early 2013 Approval of Final Environmental Document

How can I get involved?

There will be many opportunities for you to get involved throughout the environmental process. Some of these opportunities include:

- Attendance at informational meetings
- Participating in the Citizens' Advisory Group
- Commenting on the Draft Environmental Document
- Sending written comments to the Caltrans Central Region Environmental Division office

Notification for meetings, as well as notices to inform the public of the availability of the draft and final environmental documents, will be published in newspapers, posted on the Caltrans and TRIP websites, or mailed to those on the project mailing list and property owners and business tenants along the corridor.

Citizens' Advisory Group

The Citizens' Advisory Group represents the communities that could be impacted by the alternatives being studied. Members interact with Caltrans and TRIP staff to offer input, represent community interests, and serve as liaisons to their neighborhoods.

Curtis Richardson, Resident East of 99
Joseph Leon, Business Owner East of 99
Kevin Gonsalves, Resident East of 99
Marc Caputo, Resident West of 99
Janet Riden, Business Owner West of 99
John Ohe, Resident West of 99
Ron Frazee, Emergency Services Representative
Chris Hall, Schools Representative
Bill Cooper, Bicycle Transp. Representative

To contact your CAG representative, please visit our websites at:

www.bakersfieldfreeways.us or
www.dot.ca.gov/dist6

The draft environmental document will be made available for public review at the following locations:

- The Caltrans Central Region Environmental Division office
- The TRIP office
- The Beale Memorial Library
- The CSU Bakersfield Library

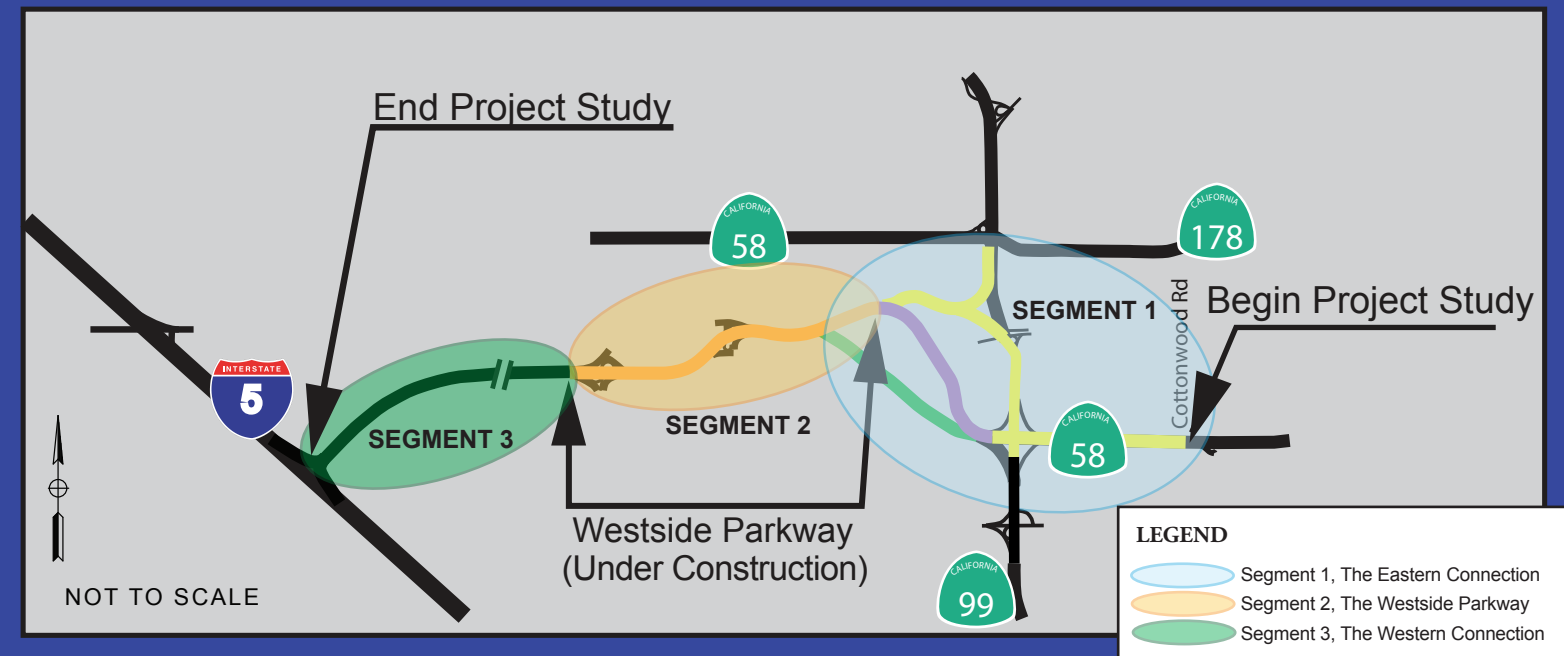


What is the Centennial Corridor Project?

The Centennial Corridor Project proposes to establish an alignment for a transportation facility to provide increased connectivity for traffic traveling within Bakersfield, and to provide a continuous route along State Route 58 to Interstate 5. The project will:

- Promote economic growth
- Increase interregional and international trade
- Reduce regional and commercial commute time
- Improve local east-west circulation
- Improve operations and safety

The Centennial Corridor Project is divided into three segments.



To be added to the Centennial Corridor mailing list or to provide comments, please send your name and complete mailing address to:

Caltrans Central Region Environmental Division

Attn: Kirsten Helton, Environmental Manager

2015 E. Shields Avenue, Suite 100, Fresno, CA 93726-5428

Phone: (559) 243-8224 | Email: Kirsten_Helton@dot.ca.gov

www.dot.ca.gov



www.bakersfieldfreeways.us

About TRIP:

The Thomas Roads Improvement Program (TRIP) was named in honor of former Congressman William M. Thomas who led the effort to secure federal earmarks for major road improvement projects in greater Bakersfield. The Centennial Corridor project was identified for funding in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, under Section 1302 — National Corridor Infrastructure Improvement Program. The program focuses on projects that facilitate regional mobility, economic growth and development, and a reduction in travel time through major freight corridors. TRIP is a cooperative effort between the City of Bakersfield, County of Kern, Caltrans and the Kern Council of Governments. These agencies are committed to finding and implementing solutions that meet the region's long-term transportation needs.



What is Segment 1?

Segment 1, the Eastern Connection of the Centennial Corridor Project, would connect the existing State Route 58 to the Westside Parkway. Various alternatives are under consideration.

Which Alternatives are currently under consideration?

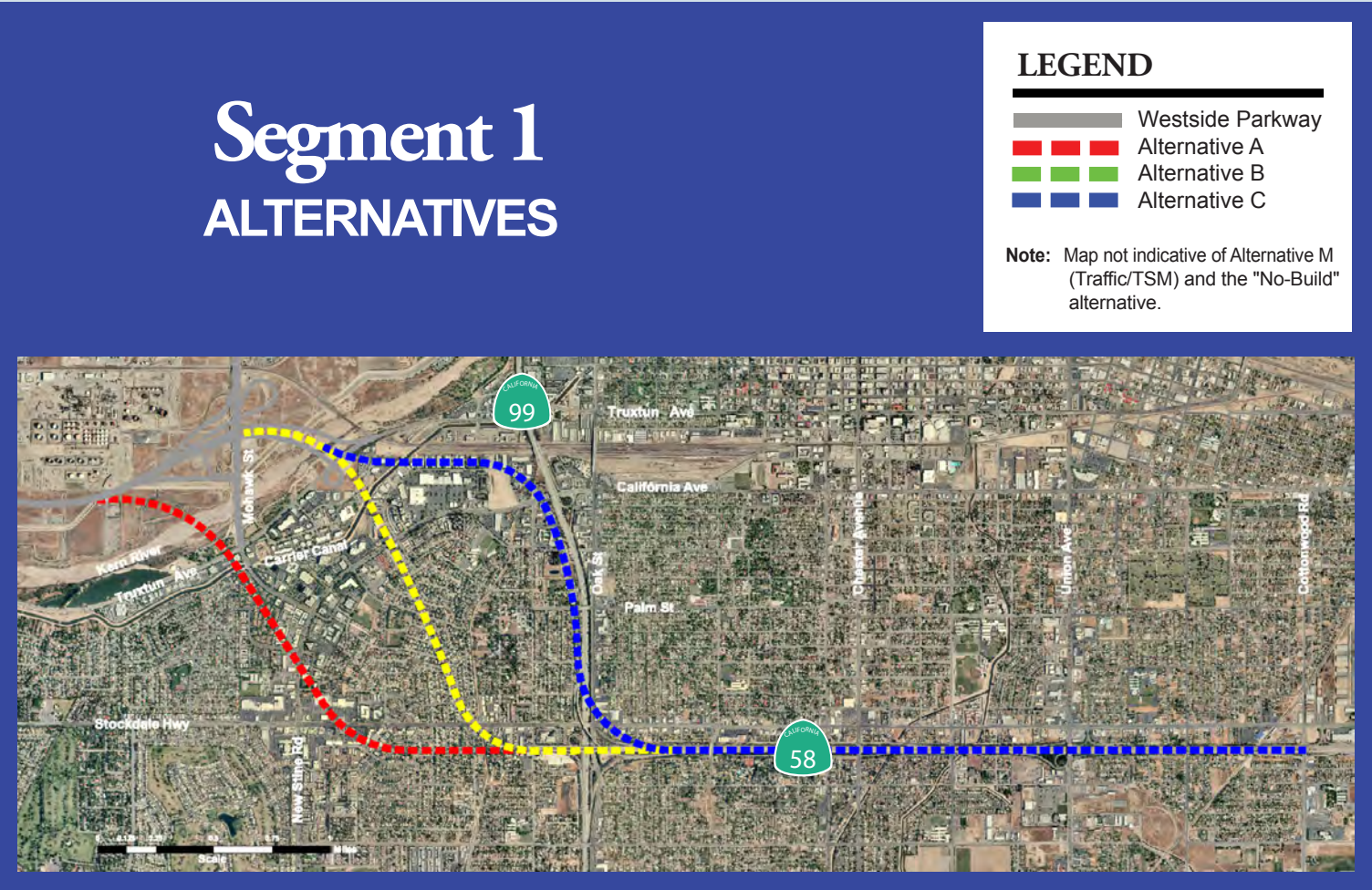
Caltrans will continue to screen alternatives identified through the scoping process and only carry forward those alternatives that are considered reasonable for further evaluation. The following alternatives are currently under consideration:

Alternative A proposes to construct a new freeway west of the State Route 58/99 interchange. The alignment would travel in a westerly direction for one mile on the south side of Stockdale Highway, at which point it would turn in a northwesterly direction and span the Carrier Canal, Truxtun Avenue, and the Kern River. Alternative A would then connect to the Westside Parkway between Mohawk Street and Coffee Road.

Alternative B proposes to construct a new freeway west of the State Route 58/99 interchange. The alignment would travel in a westerly direction for approximately one-half mile on the south side of Stockdale Highway, at which point it would turn to the northwest, span the Carrier Canal, Truxtun Avenue, and the Kern River. Alternative B would connect to the Westside Parkway at the Mohawk Street interchange.

Alternative C proposes to connect existing State Route 58 to the Westside Parkway by means of routing new lanes adjacent and parallel to the existing State Route 99. These additional lanes would run parallel to and independent of State Route 99. Traffic movements between State Route 58, State Route 99, and the Westside Parkway would likely be facilitated by braided ramps and freeway to freeway connector ramps.

The “No Build” Alternative would not construct any improvements. State Route 58 East would continue to end at State Route 99, where it would jog to the north to tie into State Route 58 West (Rosedale Highway). The Westside Parkway would still be constructed as a local facility, which would not connect to State Route 58, State Route 99, or Interstate 5.



Alternative M Transportation System Management (TSM) and Transportation Demand Management (TDM) are to be evaluated per Federal guidelines. TSM/TDM are two methods used to more effectively utilize an existing transportation system in lieu of new roadway construction.

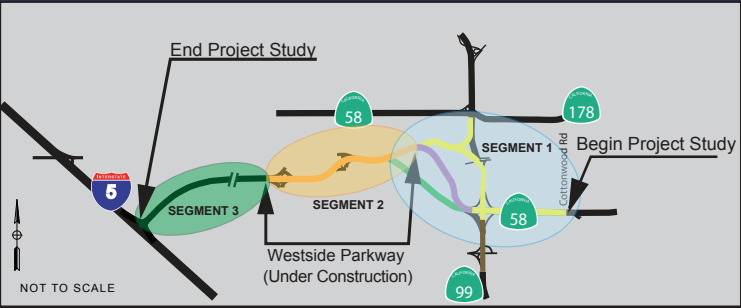
The goal of TSM is to maximize capacity of the existing roadway without changing traffic demand. TSM measures increase the efficiency of existing facilities; they are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include: ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination. Modal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and mass transit.

The goal of TDM is to shift traffic demand to other modes of transportation, or to shift demand away from peak

periods of demand. TDM strategies focus on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. It facilitates higher vehicle occupancy or reduces traffic congestion by expanding the traveler's transportation options in terms of travel method, travel time, travel route, travel costs, and the quality and convenience of the travel experience.

Rosedale Highway (SR 58), between SR 99 and (Enos Lane), has been selected for TSM/TDM Alternative improvements.

A *Tier I environmental document* refers to a combined Federal/State environmental review document. It is used for corridor preservation only and it emphasizes the relative differences among corridor alternatives to allow for an informed choice among alternatives.



What is Segment 2?

Segment 2 is known as the Westside Parkway. Caltrans completed a Tier I environmental document which studied the adoption of a corridor to extend State Route 58 allowing the City of Bakersfield to identify an alignment for the Westside Parkway Project. The City of Bakersfield completed a Tier II environmental document evaluating the construction of a portion of the corridor, which became known as the Westside Parkway. The current analysis of Segment 2 will be on improvements necessary to upgrade the planned local facility to State Highway standards for inclusion in the State Highway System. Construction of the Westside Parkway began in 2009.

What is Segment 3?

Caltrans' analysis of this segment will be a revalidation of the previous Tier I environmental document for a corridor to connect Segment 2 to Interstate 5. Updated information will be provided to ensure our records are reflective of the current conditions. The Tier I document will be used for identification of a future alignment and for right of way purposes only. Funding for Segment 3 is not currently available, but an interim connection to Interstate 5 will be provided as a part of this project. Therefore, the level of analysis for this segment will remain at the route location level of detail (Tier I), not construction level (Tier II).

A *Tier II environmental document* provides a more detailed analysis focusing on the construction of the project or a segment of the project identified in the Tier I environmental document.